

**Amendments to the Specification:**

Please amend the specification as follows:

*Please replace the paragraph starting at page 8, line 26, with the following:*

In yet another embodiment, a steering wheel 310 as shown in Fig. 5 includes at least one spring member 316 and preferably a plurality of spring members 316 positioned about the periphery of a dampener 314, thereby effectively springing the mass or the dampener 314. As in the other embodiments, the dampener 314 may be a full ring (such as the one shown in Fig. 6) housed within a channel 311 of the steering wheel core 312 or rim ~~312~~ 313. In this embodiment, the mass 314 is preferably but not necessarily, formed from a material denser than the steering wheel core 312 wherein the mass 314 might be formed from lead, zinc, or tungsten, for example, and the core might then be formed from carbon steel or steel. Alternatively, the mass 314 might be two half circles positioned in opposite halves of the steering wheel 310. As an alternative, the mass 314 might comprise a plurality of segments oriented symmetrically about the core 312 and within the core channel 311. At least one spring member 316 is positioned about the periphery of the mass 314, in intimate contact therewith. In a preferred embodiment, a plurality of "O"-rings or polymeric spring members 316 is snugly and symmetrically oriented about the mass 314 periphery (such as seen in Fig. 6). A sleeve 318, is preferably formed from a rigid material or polymer such as polyvinylchloride and encapsulates or insulates the mass and spring assembly 320 during the steering wheel foam mold process. An inner wall 322 of the sleeve 318 additionally provides a torsional surface wherein an outer surface(s) 324 of the spring member(s) 316 interfaces therewith and thus exerts a torque on the spring member 316 as vibrations occur during vehicle operation. The dampener 314 may be rotationally fixed to the rim 313 or core 312 as described relative to other embodiments, by foam mold for example.